

ROTOVUE

Serving Marine Corps Air Station New River and Jacksonville, N.C.

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March 26, 2003

Vol. 42 No. 5

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new CO.....Pg. 4**



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face?.....Pg. 14**



**How you can adopt
a deployed Marine
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MAG-29 in the Fight to Free Iraq



"I am pleased with the progress that we're making in the early stages of the war to rid Iraq of its weapons of mass destruction and to free the Iraqi people from the clutches of a brutal dictatorship ... It is evident that it's going to take a while to achieve our objective, a long course. We're determined and we're making good progress."

President George W. Bush
March 23, 2003

FLIGHTLINES

Parking Lot Regulations Being Strictly Enforced

Drivers aboard MCAS New River are advised that traffic flow regulations in parking lots are being strictly enforced and drivers moving erratically around the lots will be ticketed.

The main areas of concern are the Exchange and Commissary parking lots, where drivers have been throwing caution to the wind. These lots will soon be clearly marked with parking stalls and traffic flow lanes, and it is a violation to "short cut" the system and cut across the parking stalls. This creates a hazard to both motorists and pedestrians who may not see the perpetrator and drive or walk into the line of movement.

Western N.Y., Northern Pa. Marines Needed

Recruiting Station Buffalo is looking for Marines from western New York and northern Pennsylvania to come home on 30 days permissive temporary assigned duty orders to work as recruiters' assistants. RS Buffalo's area of responsibility extends east to Syracuse and includes the northwestern Pennsylvania counties that border New York. Interested Marines may call Sgt. Maj. Anthony R. Hope at (800) 367-8762 ext. 209, or (716) 870-1511.

Month of the Military Child Coloring Contest

The Personal Services Center is having a coloring contest open to all MCAS New River family members ages 5 - 18. Drawings must be free-hand and submitted on 8" x 11" paper. All mediums may be used, except computer generated and enhanced artwork or photography. Include full name, address and phone number on the back of the entry.

The contest is limited to one entry per person and must be received by 4 p.m. at the Personal Service Center by close of business on April 15. Winners will be telephoned and prizes will be presented on April 23 at Family Team Building, AS-242.

Children 5 and 6 may pick up an official entry picture to color and submit. Artwork will not be returned.

For more information, call Marilyn F. Nakamura at 449-5259.

USMC Motor Transport Association 7th Reunion

The event is scheduled for September 14 - 17 in Niagara Falls, N.Y. For more information contact Hal Clapp by phone at 346-8797 or by e-mail at usmcmta@vol.com.

For membership information contact Terry Hightower at (541) 430-3855 or via e-mail at usmc_mta_membership@marinecorps.com.

Dental Clinic Working Hours

The new working hours for the New River Branch Dental Clinic are:

Monday - Friday:
7 a.m. - 12 p.m.
1 - 4 p.m.

Emergencies and walk-in for exams:
7 - 11:30 a.m.
1 - 4 p.m.

For all dental emergencies after hours please report to the Naval Hospital aboard Camp Lejeune.

CVIC Working Hours

The hours of operation at the Combat Visual Information Center are:

Monday - Thursday:
8 - 11:30 a.m.
1 - 4 p.m.

For more information contact Gunnery Sgt. Richard Small at 449-5277.

New River Emergency 911 Procedures

The New River Provost Marshal's Office would like to remind the New River community to dial 911 for all emergency calls for police, fire or ambulance services.

Dialing 911 allows all New River emergency responders (military police, firefighters and paramedics) to be dispatched in the most timely manner. Please continue to call the Provost Marshal's Office desk sergeant at 449-6111 for all non-emergency requests for military police services.

New Laser Treatment for Smooth-Looking Skin

Sailors and Marines who suffer from pseudofolliculitis barbae (PFB), also known as "razor bumps," "shaving bumps" or "ingrown hairs," now have a new laser treatment option. PFB is a common condition that occurs primarily in African American men and other people with curly hair. The problem results when hairs grow back into and under the skin after shaving to form a small curled mass within the skin. As a result, the skin becomes inflamed and over time, can cause scarring and discoloration. According to statistics, about 20 to 60 percent of African American men suffer from PFB, which concerns the military services. Last fall, the National Naval Medical Center's Dermatology Clinic at Bethesda, Md., acquired two new lasers that will treat PFB and large birthmarks, or port wine stains, in newborn babies. The procedure lasts about 15 to 20 minutes, and the hair removal is fairly permanent. After a patient has undergone a full set of treatments, shaving is no longer required because the beard won't grow. For more details, log on to:

http://www.news.navy.mil/search/display.asp?story_id=6049.

Lost and Found

Several bicycles and scooters have been turned in to the lost and found at the Station Provost Marshal's Office. If you are missing your bicycle or scooter, call 449-5734.



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Executive Officer
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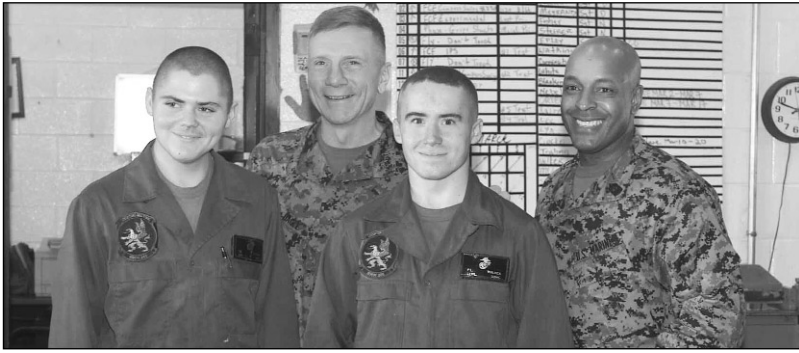
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If you have any comments or suggestions you may also contact the public affairs office at (910) 449-6196 or fax (910) 449-6478.



Sgt. Juan Vara

General Michael W. Hagee, commandant of the Marine Corps, and Sgt. Maj. Alford L. McMichael, sergeant major of the Marine Corps, pose with Lance Cpls. Jonathan M. Trahan and Patrick L. Walker, airmen from Marine Medium Helicopter Squadron-266, during a visit by the Corps' top leaders, March 12.

Commandant, Sergeant Major of the Marine Corps visit the Station

Sgt. Juan Vara
correspondent

The Corps' top leaders visited New River, March 12, to talk to Marines and Sailors about current issues affecting the Corps.

The commandant of the Marine Corps, Gen. Michael W. Hagee, accompanied by Sgt. Maj. Alford L. McMichael, sergeant major of the Marine Corps, met with personnel from Station Headquarters and the 2nd Marine Aircraft Wing at the Station Theater.

"Those of you who are in command, or who are senior leaders, I want to thank you for the way you've trained your Marines, they make the sergeant major's job and my job in Washington a whole lot easier," said Hagee. "Going around, talking with senators and congressmen, our reputation is often praised."

Escorted by Maj. Gen. John G. Castellaw, 2nd Marine Aircraft Wing commanding general, Col. Dennis T. Bartels, Station commanding officer, and Col. Douglas F. Ashton, Marine Aircraft Group-26 commanding officer, McMichael and Hagee visited the Naval Air Maintenance Training Marine Unit.

At NAMTRAMAR, Gunnery Sgt. Jeffery B. Pero, a V-22 avionics instructor from Altoona, Pa., briefed them on the V-22 Avionics Functional Trainer. In one of the classrooms of the V-22 Maintenance Training Unit, Gunnery Sgt. Donald Lozano, a V-22 avionics instructor from Fort Wayne, Ind., talked to them about how technology has changed teaching techniques.

The last thing in their schedule was a visit to the different work sections of Marine Medium Helicopter Squadron-266, where the Corps' top men greeted Marines and Sailors and posed for snapshots.

While in the "Fighting Griffins" domains, Hagee went into their flight equipment shop to pick up a helmet to wear for his upcoming flight to MCAS Cherry Point. Corporal David E. Freeman, an aviation life support technician, took care of his needs.

"We tried to find a helmet for him in Washington," said Lt. Cmdr. Christopher W. Brunett, Navy Aide to the commandant of the Marine Corps. "We couldn't find one that fit him."

For Freeman, a native of Oklahoma City, fitting the commandant of the Marine Corps for the right helmet is not something new. In the summer of 1999, while serving with Marine Helicopter Squadron-1 in Quantico, Va., Freeman was tasked with fitting the commandant at the time, Gen. Charles C. Krulak.

Once they were given their preflight brief, Hagee and McMichael, accompanied by Castellaw and their staff, boarded three of Marine Aircraft Group-26 helicopters to continue visiting Marine Corps installations along the East Coast.



Sgt. Christine C. Odom

Sergeant Maj. Virgil G. Dwyer speaks to attendees at his retirement ceremony.

Passing knowledge, experience

Sgt. Christine C. Odom
correspondent

A leader is not defined by the places he's been or the medals he has received. What defines a leader is the knowledge he's acquired and the experience he's passed on.

In a post, relief and retirement ceremony held Friday morning at the Station Fitness Center, Sgt. Maj. Lewis Summerville Jr. relieved Sgt. Maj. Virgil G. Dwyer Sr. as the Station sergeant major.

After 28 years of honorable and faithful service, Dwyer will join the Fleet Marine Corps Reserve while retiring to his Jacksonville residence to continue his business, Dwyer's Tree Cutting Service.

During the ceremony, Dwyer spoke about many topics, but placed strong emphasis on family. He believes the future of the Corps rests with a Marine's family because they are an investment that will always be there regardless of the situation.

He feels family is what increases a Marine's quality of life, and thanks his wife, Trina, for being very supportive of his career.

"Beside every good Marine is a good woman," Dwyer added.

He also expressed his concern about topics in the Corps. It was his belief that one should not forget what our Corps was built on, honor, courage and commitment. The standards, customs and traditions of our Corps should not be overlooked, but continually enforced.

This was just some of the advice Dwyer wanted to pass on to Marines and to Summerville, who had been the sergeant major of Headquarters and Headquarters Squadron before receiving the position of Station sergeant major.

"It's a hard billet to fill this man's shoes after he has done so much, but I look forward to that challenge," said Summerville.

Air Station sergeant major retires in Corps' comfort

Master Sgt. Tim Shearer
Public Affairs Chief

When the former sergeant major of Marine Corps Air Station New River wants to ponder his 28 years of service, he can do so in the comfort of a personalized rocking chair presented by one of his old comrades.

Sergeant Maj. Virgil G. Dwyer retired and was relieved as Air Station sergeant major March 27, and retired Chief Warrant Officer-4 John Hartman wanted to make sure his old friend understood the meaning of retirement.

"It's time for a man like the sergeant major to slow down and take some time to enjoy life," said Hartman who came up with the idea of personalized rockers. "He's given a lot to the Marine Corps, and his

Marines, over the last 28 years. Now he should spend some time with his family."

Hartman, like all Marines who kick around the Corps for better than 20 years, explained that he had a box of accumulated plaques, shadow boxes and other memorabilia collecting dust. The idea behind the rocking chair is to give Marines something they can use, and something that will become an heirloom. "Shoot, this thing will be around long after Virgil is gone, and his sons can enjoy it on the back porch," said Hartman.

Making the chairs is something that gives Hartman a great deal of satisfaction and helps keep him connected to Marines, both young and old. "It takes me about six

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MALS-26 Change of Command



Sgt. Juan Vara

Lieutenant Col. Daniel C. Batt relinquished command of Marine Aviation Logistics Squadron-26 to Lt. Col. Ludovic M. Baudoin d'Ajoux, at a change of command ceremony held March 14.

CHAIR

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weeks to get a chair done," he said. "It takes some coordination, but I found a supplier who will work with me and I just make it happen. As far as a farewell gift, it is less costly than a shadow box, and again it is something that will be used and enjoyed. The chair can be personalized with nearly anything that can be laser-engraved."

For more information on how to get a chair built, Hartman can be reached at 455-9343.



Master Sgt. Tim Shearer

Sergeant Maj. Virgil G. Dwyer (left), joined by John Hartman and wife Trina, receives a special retirement gift in the form of a rocking chair.

'Fighting Griffins' to undergo needed 'heart transplants'

Sgt. Juan Vara
correspondent

Marine Medium Helicopter Squadron-266 reached a significant milestone March 19, becoming the first helicopter squadron in the Fleet Marine Force to have all its aircraft outfitted with the new Engine Condition Control System.

An innovative digital system that replaces several aging components of the Power Management System in the CH-46E Sea Knight helicopter, the ECCS is designed to increase mean time between failures and increase overall aircraft availability.

With upgraded helicopters comes the need to extend the knowledge of pilots and maintainers.

"Up to 50 percent of emergency procedures have been affected," said Capt. Jonathan B. Lindsey, a CH-46E pilot with the squadron and Orlando, Fla., native.

"Now we have to memorize new emergency procedures or change the ones we've been brought up on. We have to incorporate the new 50 percent."

Due to HMM-266 being the only squadron with the new system, the maintainers are learning to work on it by trial and error.

"Outfitting all of our aircraft with the new Engine Conditioning Control System is the biggest success story in the rotary wing community," said Maj. Daniel D. Seibel, the squadron's maintenance officer and Le Sueur, Minn., native.

This major upgrade will also allow the Sea Knight to accept the new Engine Reliability Improvement Program engines.

A set of old T58-GE-16 engines has been shipped to the General Electric Aircraft Engine's plant in Lynn, Mass., and is being upgraded to the T58-GE-16A

model configuration. The T58-GE-16A model includes an improved core module (compressor, combustor and high-pressure turbine) and modifications to the engines' power turbine and accessory package.

"A lot of the parts in the T58-GE-16 engine are getting old and weak over time," added Seibel. "The new engine will put the aircraft at its original capabilities."

The "Fighting Griffins" are slated to receive the first two T58-GE-16A engines in April. Squadron maintainers are to install the new engines and send the "hearts" of the receiving "patient" to Massachusetts for "corrective surgery".

According to Seibel, the squadron should have new ERIP engines in all of its aircraft by February 2004, prior to their scheduled deployment as the Air Combat Element of the 22nd Marine Expeditionary Unit.



Lance Cpl. Misty D. Salinas

Marine Medium Helicopter Squadron-266 is pioneering the introduction of the new Engine Condition Control System in CH-46E helicopters. The ECCS is a digital system that replaces several aging components on the engines' Power Management System.

Awards and Promotions

Marine Medium Helicopter Squadron-266

Promotions

Master Sgt. J. Gjin
Master Sgt. R. Kern
Master Sgt. G. C. Lawrence
Sgt. D. M. Olshewske
Sgt. P. M. Salay
Sgt. T. M. Smith
Lance Cpl. J. S. McGinnis
Lance Cpl. D. L. Thompson

Good Conduct Medal

Cpl. M. J. White

Marine Helicopter Training Squadron-302

Promotions

Sgt. B. E. Hunter
Cpl. C. T. Webster
Cpl. M. G. Owens
Cpl. J. L. Beck Jr.
Lance Cpl. D. B. Scranton Jr.
Lance Cpl. R. T. O'Neal
Lance Cpl. I. R. Ballentyne
Lance Cpl. J. K. Johnson

Navy and Marine Corps Achievement Medal

Gunnery Sgt. J. D. Canter
Staff Sgt. S. W. Couch
Staff Sgt. D. W. Hansen
Staff Sgt. D. J. Mederos
Sgt. R. L. Baker

Sgt. M. L. Bannister-Pinto
Sgt. T. L. Butt Jr.
Sgt. R. Evans III
Sgt. A. L. Gunter
Sgt. F. O. Johnson
Sgt. D. D. Poling Jr.
Sgt. B. E. Swiger
Sgt. J. M. White
Sgt. B. A. Young
Cpl. M. P. Conto
Cpl. T. R. Pasket Jr.

Good Conduct Medal

Staff Sgt. R. L. Dishaw
Staff Sgt. B. M. Gillette
Staff Sgt. J. P. Marks
Staff Sgt. R. W. Reinhart
Sgt. T. S. Little
Cpl. M. L. Bannister-Pinto
Lance Cpl. D. E. Thompson III

Certificate of Commendation

1st Lt. J. R. Booth
1st Lt. J. O. Campomanes
1st Lt. S. R. Rosenthal
Gunnery Sgt. J. K. Coomey
Sgt. J. S. Bebout
Sgt. M. L. Harris
Sgt. R. E. Wilson
Cpl. B. T. Hook
Cpl. T. M. Tejesus
Cpl. G. A. Row
Lance Cpl. S. M. Behan
Lance Cpl. R. L. Gifford
Lance Cpl. J. P. Osborne
Lance Cpl. D. E. Thompson III
Lance Cpl. C. T. Voland

Meritorious Mast

Master Gunnery Sgt. M. S. Gordon
Master Gunnery Sgt. D. E. Perry
Gunnery Sgt. D. O. Howe
Gunnery Sgt. T. F. Phillips
Gunnery Sgt. R. W. Reinhart
Staff Sgt. A. P. Cristo
Staff Sgt. G. Z. Crowley
Staff Sgt. J. P. Marks
Sgt. M. L. Harris
Sgt. R. N. Jolley
Sgt. A. R. Kiefer
Sgt. G. A. Row
Sgt. R. E. Wilson
Cpl. M. L. Bannister-Pinto
Cpl. B. S. Burke
Cpl. D. A. Carpenter
Cpl. T. D. Johnson
Cpl. M. R. Jones
Cpl. T. R. Pasket Jr.
Cpl. A. J. Szeles
Cpl. A. G. Vansock
Lance Cpl. R. B. Confer
Lance Cpl. T. R. Eldredge
Lance Cpl. J. L. Gomez
Lance Cpl. J. R. Harmon
Pfc. R. C. Ison
Pfc. M. J. Starks

Marine Aviation Logistics Squadron-26

Meritorious Service Medal

Lt. Col. Daniel C. Batt

Civilians in charge of Station Dining Facility

Sgt. Christine C. Odom
correspondent

Some people may find change difficult to accept, but that is exactly what the food service specialists at the Station Dining Facility had to cope with when the contract to bring in civilians was signed in October.

Although the transition of the mess facility to civilian management was highly publicized, Marine personnel still did not know what to expect.

"I felt a lot of the training I had received from the Marine Corps was becoming obsolete to a certain degree," said Staff Sgt. Joseph E. Raccio, mess facility assistant Marine liaison.

Raccio was formerly in charge of the Marine Corps Finance Management Information System, which is a program that tracks mess facility funds and provisions. The experience he acquired while operating the MCFMIS was no longer needed; his position was no longer there.

The changeover affected all the Marine personnel, and it was hard

for some of them to understand they didn't have much decision making control anymore, Raccio added.

"I had mixed feelings about relinquishing control of the messhall I was running," said Master Sgt. Tyrone B. Hill, mess facility Marine liaison. "As would anyone in my position."

Because of the contract, all Marines in management positions were removed, and civilians took over.

The task of managing the mess facility was left to John Negron, who is now in charge of the MCFMIS and storeroom, money collection, property, training and maintenance.

"The contract also freed up thousands of cooks, so they could go to more critical positions in the Marine Corps," said Negron.

Along with the civilian takeover came rigorous standards where sanitation and safety are concerned. Civilian food service personnel were introduced to the Hazard Analysis Critical Control Points, a system that tracks any food item from when it's initially received to the end of its

usage, added Negron.

Another change implemented by the Corps was the elimination of the Basic Daily Food Allowance. This was the amount of money the mess facility received for each Marine per day. Now the money received is based on the amount of Marines dining at the facility.

Civilian cooks were also brought in to aid the Marines with preparing the food while the deployments were going on. However, the deployments haven't affected the amount of Marines dining there.

A fitness bar has been combined into the menu for those health conscious Marines and Sailors, and there is a bigger selection of sandwiches on the snackline.

"We don't want anyone to leave here dissatisfied," said Lloyd Lee, project manager with Coastal Enterprises. "I want this facility to run better than any other food service establishment in Onslow County."

One thing hasn't changed, their top priority is still managing the facility with pride and dedication to complete customer satisfaction.



Sgt. Christine C. Odom

Eric Britt, food service specialist employed by Sodexo Management Incorporated, slices some ham for the deli bar, March 20.



Sgt. Juan Vara

Start your Engines

Attack and utility helicopters from Marine Light/Attack Helicopter Squadron-167 fly over the infield of the Darlington Raceway, Darlington, S.C., prior to the Carolina Dodge Dealers 400, March 16. The “Warriors” are working with NASCAR and Marine Corps Recruiting Command’s 6th Marine Corps District to expose Marine aviation to the American public.

Chaplains give guidance and comfort

Cpl. Theresa E. Seng
correspondent

USS SAIPAN -- The old saying goes, "there are no atheists in a fox hole" making the Navy chaplains daring enough to brave the skies with the Marines and Sailors of Marine Aircraft Group-29 an all-important commodity.

They come from a long line of diverse religious backgrounds and put their lives on the line for the servicemembers they serve.

Chaplains have served with the armies from antiquity. Tradition tells of a soldier fighting overseas in the Holy Land during the middle ages. He encountered a beggar who was wet and cold, and the soldier gave him part of his coat. Later in a dream, the soldier encounters this beggar and realizes that it was the Lord to whom he gave his coat. This man became a chaplain. His name was St. Martin of Tours. The Latin word for coat is "capella". A shrine was erected to house St. Martin where a portion of his cloak remains, thus came the term "chapel" for these buildings.

Leutenant Kenneth V. Lewis, MAG-29 assistant chaplain, has been serving the Navy and Marine Corps as a chaplain for more than eight years and served before that as a hospital corpsman. Now he serves the

Marines aboard a Naval vessel where they are destined to become a part of history in support of Operation Enduring Freedom.

With four chaplains of differing faiths on board, they have their work cut out for them in catering to the diverse religious needs of the Marines and Sailors. "We try to make the services as diverse as possible while keeping within the teachings and practices of our own traditions," said Lewis.

We recently brought on board an Imam, of the Islamic faith, Saipan's new Roman Catholic priest, Father Cienik, and hosted a visiting Jewish Rabbi. We use the "holy helo" or "holy boat" as often as we can to accommodate the needs of our servicemembers. Every human being is created with the need for spiritual grounding, said Lewis. "We attempt to help him or her fill that need. Our job is to maintain the free exercise of religion, and facilitate whatever ministry is needed."

Besides conducting services the chaplains are busy counseling Marines.

"Surprisingly enough, counseling has slowed down since we've been on ship," said Lewis.

"Whether it's because the Marines are working hard and don't have time to reflect on what is about to happen, or they are ignoring what may soon be upon us."

Lewis said he supposes some will realize that we

may soon be at war and we are mortal and in war lives are cut short.

"I'm sure some will come seeking guidance," he said.

The most important thing for Lewis when he counsels is to simply listen, to be a sounding board, letting the Marines vent. Emotional support is important in assisting the Marines and Sailors as they find their own solutions to life's difficulties.

"As we face what is to come, all I can tell folks is to dig deep and rediscover their spirituality," said Lewis, always the preacher. "God uses stressful times to help us grow, and we are all in His hands.

His main philosophy in ministry is to be a witness to God's love by being transparent. "Helping folks to see that people of faith are regular people," he said.

Lewis suspects the closer the Marines draw to battle more will realize danger and death are near, and they will think about the ultimate realities.

By using his life experiences and training he helps Marines apply God's principles to their lives. As for preparing for the worst, he tells them to make sure their families are taken care of and make things right with their Creator.

"Whenever human comforts are stripped away we realize we need God," he said. "When that happens, I am here."

ATC Marine takes control of his destiny

Cpl. Theresa E. Seng
correspondent

USS SAIPAN -- Air Traffic Controller of the Year is a coveted award for air traffic controllers of all ranks, but most of the time the award goes to senior, more experienced Marines. However, there is one junior Marine who was proficient enough at his job to take that honor.

Lance Cpl. Nathan A. Wachter, an air traffic controller for Marine Air Control Group-28 currently deployed with the 2nd Marine Expeditionary Brigade, snatched that up for Marine Corps Air Bases East because of his willingness to go above and beyond the call of duty.

Wachter joined the Corps in July of 2000 to challenge himself and see what he was made of. What the Corps brought out in him is the qualities one associates with an exemplary Marine, who is now in the running for the Admiral Pirie Award. This will make him air traffic controller of the year throughout not only the Corps, but the Navy as well.

He realized what potential his military occupational specialty held for him inside and outside the Corps. Because of that he said he strives to learn as much as possible about all aspects of his job.

It was that attitude that led Staff Sgt. Charles C. Robinett, Marine air traffic controller mobile team detachment officer-in-charge and Wachter's supervisor, to nominate him for the award.

"He's an outstanding young Leatherneck with a lot of potential," he said. "I just did the best job I could do, and I feel I do it very well," Wachter said. "But I am extremely honored that I was even nominated."

There were more than a few reasons Wachter was nominated. Not only is he current in his qualifications for final controller, tower flight data and ground control but he also holds his control tower operator ticket, which he started training for after he returned from Kyrgystan in September.

"He finished that last qualification in record time," said Robinett. "I think it was the fastest completion on Marine Corps Air Station Cherry Point, and it's one normally only held by NCOs [non-commissioned officers]."

His performance in Kyrgystan outside of his job only helped solidify Robinett's decision to nominate him for the award.

"When no one was flying he would always volunteer to help upgrade perimeter defense, stand posts or find something to do, helping out the detachment in some way," he said. "He was also Marine of the Quarter, completes a 300 physical fitness test, and is an expert on the range. He was the perfect candidate."

Being one of the few lance corporals to ever get this close to winning the Admiral Pirie Award, Wachter has a lot to be proud of.

"I have no idea if I'll win or not," Wachter said. "I know I'm up against some stiff competition, but you never know what's going to happen. I just learn as much as I can, and when you

know the basics you can do anything.

"I give 100 percent in everything I do. If no one can ask any more of me, I know I am doing my best," he continued. "If you don't give 100 percent then it's not really worth doing."



Cpl. Theresa E. Seng

Lance Cpl. Nathan A. Wachter, Air Traffic Controller of the year for Marine Corps Air Bases East, sits in front of a radar screen, where he feels most at home, aboard the ship.

Marine Develops nose for art

Cpl. Theresa E. Seng
correspondent

USS SAIPAN -- Marines love tradition, and Marine Aircraft Group-29, the Aviation Combat Element for the 2nd Marine Expeditionary Brigade is carrying on a very special and visual military tradition of their own -- nose art.

Staff Sgt. Aldrick L. Scott, MAG-29 assistant logistics chief, is adding to the tradition of personalizing aircraft by assisting the mechanics and aircrew of Marine Light/Attack Helicopter Squadron-269 by painting nose art on the helicopters.

Nose art is a well-loved tradition in the Marine Corps as well as throughout the entire military that originated during World War II, and started out as sexy magazine clippings that were pasted on the nose section of the aircraft. Although never officially authorized, it was unofficially approved as a morale booster that helped aviators cope with harsh environments.

Inspiration for nose art came in a wide rage of sources. The most common was a woman's image; there was also art from the concept of patriotism, music, movies, comic strip characters and of course good luck symbols. Hollywood promoted the war effort during WWII so many female celebrities such as Rita Hayworth who sang "Put the Blame on Mame" in one of her movies was honored by having the aircraft "Flamin' Mamie" named after her with her image painted on the side. Many actresses were photographed with the aircraft and crew making the connection complete.

After the second world war, nose art disappeared because restrictions were tighter during peacetime. With the eruption of the Korean War in 1950 Marines got helicopters, and nose art was resurrected.

The art changed subtly with the change in attitude from the servicemembers and the public. The focus of the war was not on a tangible one, such as Hitler or Mussolini that the American people could focus on. Instead it was an unknown force called communism. The art portrayed this when names such as "United Notions" surfaced. The concept of the mission, home and good luck stayed strong. Dennis the Menace, Jane Russell and Marilyn Monroe were popular figures to be painted during that time.

With the Vietnam War, spanning from 1965 through 1973, personal identity of the aircraft wasn't as strong because of less aircraft and more pilots, and a negative change in attitude throughout American society. Therefore there was less nose art, but the aircraft that did get painted once again reflected society's views. New themes such as "Peace Envoy" and "The Silent Majority" focused on the people at home instead of the foe and are a testament to the negative attitude toward the war.

Nose art returned with the Gulf War. The main difference between the Gulf War and past wars was nudity and skimpy bikinis were painted over with black dresses to avoid offending the local inhabitants of the area.



Cpl. Theresa E. Seng

In keeping with the 007 theme, Lance Cpl. Sisudphanh O. Thempmontry, mechanic, Marine Light/Attack Helicopter Squadron-269 (left) and Staff Sgt. Aldrick L. Scott, assistant logistics chief, Marine Aircraft Group-29, painted the nose of an AH-1W Super Cobra while on deployment with MAG-29 as part of the 2nd Marine Expeditionary Brigade.

With the possibility of a war almost identical to the Gulf, Scott is painting various images on the noses and doors of the UH-1N Hueys and AH-1W Super Cobras of HML/A-269. His artistic ability was fostered as a hobby, and he has been drawing since first picking up a crayon in kindergarten. While on the boat he started sketching portraits of wives, girlfriends and baby pictures for some of the Marines he lived with in the berthing area. Just as anything aboard a ship, word spread like wild fire and Marines from 269 asked if he would paint some of their ideas on their aircraft.

From gargoyles to grim reapers, he said his favorite painting is a knight on his noble steed with a sword because of the detail that went into it.

"This is a patriotic tradition that I am honored to be a part of," Scott said. "I realize I could be creating history right now and the thought of inspiring Marines inspires me. It's also something I can tell my grandkids about when I'm old."

Painting the nose art, which is mostly on the doors, wasn't all inspiration though. The Marines had to find paint and even made makeshift paintbrushes to get their ideas on the plane. When the images are finally transferred from mind to metal Scott says he can see the excitement in their eyes, which he reads as motivation.

Lance Cpl. Sisudphanh O. Thempmontry, a mechanic with HML/A-269, has a "Bond Girl" painted on the side of aircraft 07 going along with the 007 theme.

"We do it as a float tradition," he said. "The images enable you to put your personality into the bird as well

as having your name on the side of it."

Sergeant Jeremy C. Yancey and Cpl. Ken T. Deal, both Huey crewchiefs, are carrying on the tradition of scantily clad women as well.

"It's something funny," said Yancey. "It seems a lot of people have lost their sense of humor. When you're having a bad day you can come look at this aircraft and it will turn your day around, making you smile."

Both Yancey and Deal's "trademark girls" have a patriotic theme to them. The girls are wearing Stars and Stripes bikinis and combat boots. One holds a GAU-16 entitled "The new Huey upgrade," and the other holds an M-16 in front of a four-leaf clover for luck entitled "Bad Religion."

"It's a way for the captains and crew to take pride in the bird," Deal explains.

"This tradition is like breaking a bottle of Champagne on a ship. It's for luck. These girls look out for us."

It's that mentality that makes Scott work all the harder, even with limited supplies.

"It's awe inspiring to know this art might lead them into combat," he said.

"It feels good boosting morale. I think this helps them put on their war faces and get ready for battle," he said.

Editor's note: Information for this article was collected from: <http://www.library.arizona.edu/noseart/welcome.html>

What's on Leatherneck TV

The Morning Report is Camp Lejeune's daily show. We bring the viewer the most updated information, to include: unit training, Marine Corps Community Services stories and community events, both on and off base. LCTV-10 airs live Monday through Friday at 8 a.m. The show is then rebroadcast throughout the day.

Each day has it's own focus. Mondays, for instance, features news from the weekend, interviews and a uniform tip.

Tuesdays offer the "Man on the Street" interviews, sports and a safety tip.

The focus on Wednesday is a cooking segment and Chaplain's Religious Enrichment Development Operation with Chaplain Ringo or Chaplain's call.

Ask the Doctor airs on Thursday, along with Pet Pics and MCCS high-

lights of upcoming events.

The Friday wrap up show says it all and is repeated throughout the weekend.

Every day has national and local news, feature packages, local and extended weather and ... an occasional surprise interview along the way.

Randy Reichler, the Retired Affairs Officer of Camp Lejeune, was recently interviewed and beginning April 7, The Morning Report will feature his interviews.



This is great information for those Marines, Sailors and family members deciding to head out the door in the next two years.

The series will continue April 14 and 21. Be sure to tune in.

Also, stay tuned for the Ask the Doctor segments.

We have Navy Capt. James

Gallagher on the show today discussing the process of the new PRK eye surgery clinic at the Naval Hospital, and over the next two weeks, Navy Lt. Matthew Foster, staff

pharmacist, fills the viewer in about hours of operation, refill policies and policy restrictions.

A large portion of our Marine family lives off base. Not too long ago LCTV-10 was given the opportunity, with the help of Jacksonville, Onslow County and Time/Warner, to reach them.

Through the cooperation of these three entities, the broadcast now reaches the 77 percent of our Marines and Sailors who live off base. While, Charter Communications continue to provide the broadcast to our on base population, the commands and civilian employment areas.

Hours of operation off base, through Time/Warner, are Tuesdays and Thursdays, from 12 to 6 p.m., Wednesdays, from 8 a.m. to 6 p.m., and Friday through Monday we are on Time/Warner from 8 a.m. to 8 p.m.

There's no horsing around at the stables

Sgt. Christine C. Odom
correspondent

Some people feel a strong connection with horses and find a certain comfort in riding them. Luckily, the Marine Corps Community Services' Stables aboard Camp Lejeune offer many recreational activities for all riders to enjoy.

Once guests arrive at the stables, they can view the tranquil and earthy scenery that covers more than five acres of land. Much of the land is for the horses and ponies to graze and roam freely. However, there are several styles of fences, which break up the land that support events.

Within the stables one can find four different horse barns, two of which can house 95 horses each if required. The barns are all large wooden buildings with wood and concrete stalls. In each stall is a thick layer of sawdust for the horse's bedding.

According to Samuel E. Dixon, stable manager, much is required when looking after horses because they are very demanding creatures.

"The horses have to be groomed and their stalls have to be cleaned," said Dixon, a native of Mount Olive, N.C. "There are a lot of other things you have to do with the horses. You've got to have a love for horses to be here and do this job."

Everyday begins with a little breakfast, and the horses are given

sweet feed, which is a combination of grains, plant and roughage products, and vitamins and minerals. Everything a growing horse needs.

The horses are then let out of their stalls to feed on grass and pasture. After a few hours grazing in the fields, the horses are brought in and by their own accord return to their stalls. Once all the horses have returned to their stalls, each horse is led to the tacking line where they are groomed then saddled, explained Dixon.

"Even though horses are very gentle creatures, there's no telling what they might do when you're saddling them," added Dixon. "The best thing is to just be careful."

When enough of the horses are saddled, the riders will lead them to the mounting area, but before that happens the riders must answer one question.

"All we ask is that the person tells us the truth about their experience," said Dena Wagner, recreation assistant at the base stables. "If this is your first time on a horse, we want to match you with a gentle horse instead of an experienced one."

As soon as all riders and their horses are at the mounting area, they are given a brief class on the do's and don'ts of riding and are strongly encouraged to follow the instructions.

"The hardest part is not being afraid of the horses even though they are kind of intimidating," said Jenna Hernandez, recreation assistant volun-



Sgt. Christine C. Odom

Jenna Hernandez, stable volunteer, saddles up "Recon" before a guided trail ride. (Inset) Mercedes, 3-years-old, takes a ride on "Glory", aboard the base stables on Camp Lejeune, March 14.

teer. "Some of the horses are real sweethearts."

The stable provides four guided trails for different levels of experience. Various trees such as maple, pine, oak and cypress surround the stables and trails to give the illusion that the riders are in a lonely forest.

Guided trail rides cost \$12 per hour for individuals 10 and older. Children

under 10 are only permitted to ride the ponies. The cost of pony rides is \$5 for 30 minutes.

The stables are only open from Wednesday to Sunday and all patrons need to arrive at least 30 minutes prior to the desired trail ride time.

For more information, contact the base stables at 451-1315/2238 during regular working hours.



Sgt. Matthew O. Holly

The Dog Days of Kindergarten

Approximately 40 students from Blue Creek Elementary School observe Lance Cpl. Michael P. Huntley, dog handler with the Provost Marshal's Office, as he braces himself before 'Cak', a German Shepard Military Working Dog, grabs a hold of his arm during the K-9 demonstration, March 19.

On the homefront

Showing support for deployed Marines

The Adopt a Marine Program allows families to boost our warfighters' morale

Sgt. Christine C. Odom
correspondent

In an effort to improve the quality of life for single Marines on deployment, the Station's Single Marine Program initiated the Adopt a Single Marine Program.

The ASMP was implemented in February after Marine Aircraft Group-29 deployed from New River to the Persian Gulf region. More than 2,000 of our warfighters left their families and the Station to defend the country from a known threat.

Originally, the ASMP began as an idea that would offer support and increase the morale of single Marines and their units during deployments. The ASMP founder, Wendy L. Rios, initiated the program when the 26th Marine Expeditionary Unit deployed in September 2001.

Rios was concerned about the welfare of single Marines on deployment, who would not receive the same level of support from home that married Marines would. She didn't want any Marine to feel alone, especially at a time when family is greatly needed.

Her husband, Maj. Mitchell D. Rios, officer-in-charge of the detachment of CH-53Es assigned to the 26th MEU, gave her authorization to start the program with 21 Marines from his detachment who wanted to be adopted. Rios then contacted her close personal friends and family to ask if they would sponsor or adopt one of the 21 single Marines. However, there was only one stipulation to the adoption, they had to support their Marine throughout the entire deployment.

"The response was amazing," said Rios. "Not only were all 21 single Marines adopted within 48 hours, but those sponsors loved the idea so much that on their own initiative they forwarded the request on to their personal friends and family."

Within one week the number of Marines grew to 250 adopted as more and more e-mails from sponsors con-

tinued to pour in. With the approval of Col. Andrew P. Frick, commanding officer of the 26th MEU, the program was expanded and by December 2001 all 750 Marines who signed up were adopted.

"I was very proud of what my wife had created, a simple idea that grew to build the morale of many Marines thousands of miles away in a combat zone," said Maj. Rios.

The program was so successful with the 26th MEU that the 22nd MEU implemented it in February 2002 and had all 300 single Marines adopted.

Because of its strong endorsement by the MEUs, an article about the program was published in the January/February 2002 issue of "Good Sense Magazine." The article focused on how the program had enriched the lives of single Marines on deployments and the people sponsoring them.

Katherine H. Borges, a member of The National Society of the Daughters of the American Revolution, was just one of many people whose life was touched when she decided to participate in the program. She felt a deep appreciation for the job Marines do everyday when they protect the country. This was a way to show her patriotism and support for the troops who put their lives in harms way.

"I have had a successful experience with the Marines that I have adopted," said Borges. "I am very thankful to Wendy Rios for founding this program and to all the others who have worked so hard in keeping it going."

The tireless efforts Rios has shown to improve the morale and well being of single Marines did not go unnoticed. In September 2002, the NSDAR presented the Ellen Hardin Walworth Medal for Patriotism to Rios.

Although Rios received the award for founding the program, she really believes those who supported the program should be recognized.

"I think it's an awesome program, and it's a good thing mainly because it's personalized," said Genevieve



Maj. Charles B. Hotchkiss

Corporal Timothy J. Jones, on a deployment with the 26th MEU, reads mail from his sponsor during Operation Enduring Freedom.

Wakefield, New River's SMP coordinator. "The sponsor and the Marine are on a one-on-one basis."

Wakefield is also the ASMP coordinator for the MAG-29 deployment. She makes an assessment of every sponsor before they are given a Marine to adopt. Her main goal is to ensure that the needs of the Marine are met.

Incidentally, sponsors cannot just be anyone who wants to volunteer. They are usually found through word of mouth or via e-mail. Coordinators for the ASMP contact the families of married Marines or close friends and request for their participation. It is

done this way due to operational security reasons. They are not allowed to advertise any information about sponsor sign ups on Web sites, Internet chat rooms, newsletters or publications. Currently, MAG-29 has about 50 Marines adopted and 200 sponsors who want to give their support. Wakefield hopes more Marines will participate in the program, so they will have the benefit of knowing they're not alone.

For more information about the ASMP contact Wendy L. Rios at wrrios1@earthlink.net or the Station SMP coordinator, Genevieve Wakefield, at 449-5846.